

CLASSIFICATION CONFIDENTIAL
 SECURITY INFORMATION
 CENTRAL INTELLIGENCE AGENCY
 INFORMATION FROM
 FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT
 CD NO.

50X1-HUM

COUNTRY USSR
 SUBJECT Transportation - Motor
 HOW PUBLISHED Monthly periodical; daily newspapers
 WHERE PUBLISHED USSR
 DATE PUBLISHED Oct 1951 - 29 Mar 1952
 LANGUAGE Russian

DATE OF INFORMATION 1950 - 1952
 DATE DIST. 28 May 1952
 NO. OF PAGES 4
 SUPPLEMENT TO REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF ESPIONAGE ACT 50 U. S. C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE Periodical and newspapers as indicated.

SOVIET MOTOR TRANSPORT DEFICIENCIES

NOT ALL UKRAINIAN MOTOR POOLS COMPLETE 1950 HAULING PLAN -- Moscow, Avtomobil', No 8, Aug 51

The Ministry of Motor Transport Ukrainian SSR completed its 1950 freight-hauling plan 104 percent and its passenger-transportation plan 106 percent.

The Ukrainian division of Soyuzzagotrans (All-Union Office for Transport Procurement) completed the 1950 plan ahead of schedule; however, 40 of its motor pools lagged behind. In some instances, facts disclosed poor management, both in the trusts and pools.

USE FUEL HAULING TRUCKS ONLY 40-45 DAYS PER YEAR -- Moscow, Avtomobil', No 10, Oct 51

The present system of hauling petroleum products is extremely unprofitable. There is frequent above-norm vehicle layover at the petroleum bases. Numerous vehicles of different organizations return from the bases only partially loaded; in fact, they sometimes return empty. Fuel-hauling trucks are inefficiently distributed among separate enterprises and motor pools. Generally, the trucks are used only 40-45 days a year to haul petroleum; during the remaining time they are used as storage tanks.

NARROW AREAS LIMIT USE OF TRUCK-TRAILERS -- Moscow, Avtomobil', No 11, Nov 51

Truck-trailer combinations cannot be used more widely in hauling brick because of the narrow and limited areas at the brick plants and construction sites which prevent normal turning around of the truck and trailer.

Nevertheless, some of the construction site managements are not improving the unloading areas and approaches to the construction sites, making it necessary for the brick to be unloaded at unsuitable spots and then carried to the place where it is to be used.

- 1 -

CLASSIFICATION		CONFIDENTIAL									
STATE	<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> NSRB	DISTRIBUTION								
ARMY	<input checked="" type="checkbox"/> AIR	<input checked="" type="checkbox"/> FBI									

CONFIDENTIAL

50X1-HUM

In spite of the advantages which would be gained, only 3 percent of the brick is hauled in containers. Most of the brick is loaded and unloaded by hand. Firebrick is loaded at the plants by means of grab buckets and unloaded at the construction sites by hand. As a result, the average layover of vehicles during loading and unloading is one hour for each trip.

KAZAKH MOTOR TRANSPORT UNABLE TO MEET DEMANDS OF NATIONAL ECONOMY -- Alma-Ata, Kazakhstanskaya Pravda, 29 Mar 52

The volume of freight hauled in Kazakh SSR more than tripled during the postwar period. However, serious defects in the enterprises of the Ministry of Motor Transport Kazakh SSR still have not been eliminated in 1951 and the motor-vehicle fleet is still unable to meet the demands of the national economy. There is considerable layover time during loading and unloading, there is a high percentage of empty runs, and the fleet is unprepared technically.

Repair base expansion and preventive service lag behind fleet increase because a number of ministries and departments use their funds to acquire more vehicles rather than for capital construction. This situation exists especially in Soyuzzagtrans and Sovkhoztrans /Office for Sovkhoz Transportation/. The machine-tractor repair stations of the Ministry of Agriculture are not used sufficiently to repair the fleet, especially the vehicles of the collectives.

Despite the fact that production is 40 percent higher and costs are 30 percent lower in the larger motor pools, more than half of the vehicle fleet is found in the small pools.

LACK MOTOR REPAIR BASE NEAR TEDZHEN WATER RESERVOIR -- Ashkhabad, Turkmenskaya Iskra, 29 Mar 52

Despite the fact there are hundreds of motor vehicles in the region of the Tedzhen water reservoir, the Ministry of Motor Transport Turkmen SSR has no motor repair base in the region and, as a result, regional organizations are forced to take their vehicles to Ashkhabad for repairs.

VEHICLES DISTRIBUTED AMONG SMALL MOTOR POOLS -- Tallin, Sovetskaya Estoniya, 16 Dec 51

Investigations show that the available Estonian motor vehicle fleet can haul more freight and that costs can be decreased, but the reason this is not achieved is mainly due to the fact the republic's motor vehicles are distributed among a large number of small motor pools having less than ten vehicles. Because of the lack of facilities, these small pools are unable to prepare both administrative and technical personnel. There is no modern repair base in the motor pools, and technical maintenance is not planned. For this reason, the vehicles are operated until they wear out completely or break down, before any repairs are made.

Riga, Sovetskaya Latvija, 29 Jan 52

Even though motor transport hauling accounts for 15-30 percent of the expenses of the various Latvian ministries and enterprises, investigations made in a number of ministries and enterprises show that the motor vehicle fleet is not used efficiently.

- 2 -

CONFIDENTIAL

CONFIDENTIAL

50X1-HUM

At present, there are more than 1,000 small motor pools in the republic. More than 90 percent of the fleet is found in these small pools, which do not have the qualified personnel. In six motor pools of enterprises of the Ministry of Local Industry and of the Ministry of Light Industry, only one third of the vehicles were found to be in good condition.

There are some centralized motor terminals in different ministries, but the consolidation of the small pools into large motor pools operating on a cost-accounting basis proceeds very slowly.

TADZHIK SSR TRANSPORT DID NOT COMPLETE 1950 OR 1951 HAULING PLANS -- Stalinabad, Kommunist Tadjikistana, 25 Jan 52

Motor transport is the principal type of transport in the Tadjik SSR. Motor pools, kolkhozes, and enterprises receive thousands of vehicles annually, but the Ministry of Motor Transport Tadjik SSR has not completed its freight or passenger hauling plans for the past 2 years. Soyuzzagotrans of the Ministry of Procurement USSR, the largest trust in the Tadjik SSR, did not complete its 1951 hauling plan, and many of the departmental-type motor pools operated very inefficiently.

The party, trade union, and Communist youth organizations do not strive to promote socialist competition among drivers or repairmen.

The republic's motor pools receive enough fuel, rubber, stock parts, and other materials, but there is no control over fuel or lubricants in any base of the ministry, and vehicles are driven quite frequently without repair or lubrication.

Hundreds of vehicles are idle for months and years because of not being repaired, although the only motor repair plant in the republic is not working at full capacity and repair shops at the motor terminals work only part time.

There are also complaints about passenger service. Open freight trucks, rather than well-equipped motor buses, haul passengers over the Stalinabad -- Kurgan-Tyube, Stalinabad-Ordzhonikidzeabad, Stalinabad-Kulyab, and Stalinabad-Varzov bus routes.

Kommunist Tadjikistana, 31 Jan 52

Not one of the trusts of the Ministry of Motor Transport Tadjik SSR completed its 1951 hauling plan. In fact, the Stalinabad Motor Terminal No 1 hauled less in 1951 than in 1950.

Despite the fact that the motor pools received a large number of new vehicles from the government in 1951, the coefficient of utilization dropped below 1950.

Due to poor organization of training new personnel, there is always a shortage of trained personnel. In 1951, there was a 45-percent turnover in administrative and repair personnel in the republic's motor pools.

Kommunist Tadjikistana, 28 Feb 52

Because of the serious shortcomings in the work of its enterprises, the Ministry of Motor Transport Tadjik SSR sent some of its most capable workmen into the motor pools to obtain first-hand knowledge of the situation and to render any necessary assistance to make the most effective utilization of the republic's motor vehicle fleet.

- 3 -

CONFIDENTIAL

CONFIDENTIAL

50X1-HUM

As a result, steps have been taken to accelerate the construction of the Leninabad Motor Vehicle Repair Plant, Stalinabad Taxi Terminal No 4, a motor school, and dwellings for motor transport workers. Also comfortable buses have been put into service on the Stalinabad-Ordzhonikidzeabad bus route.

- E N D -

- 4 -

CONFIDENTIAL